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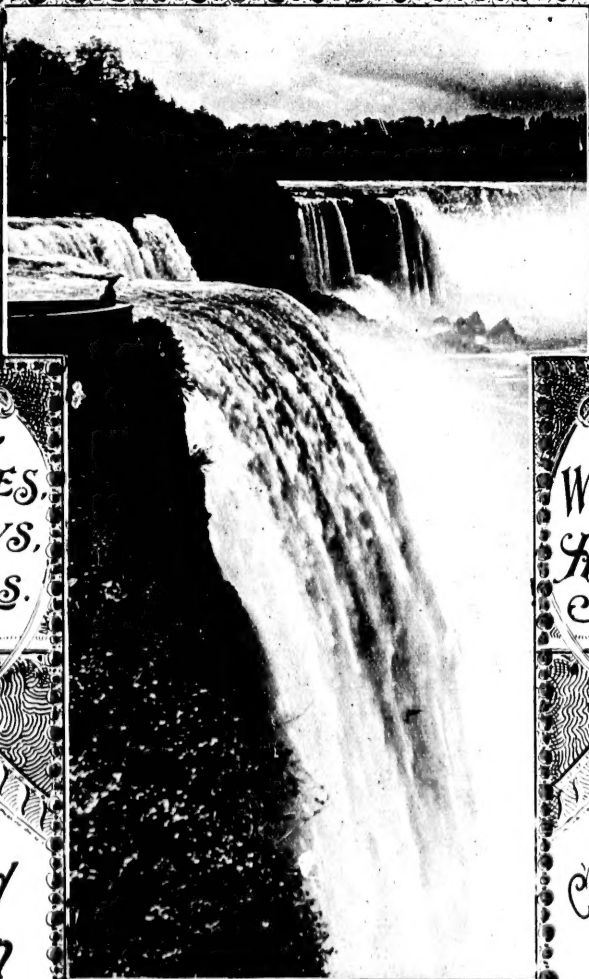
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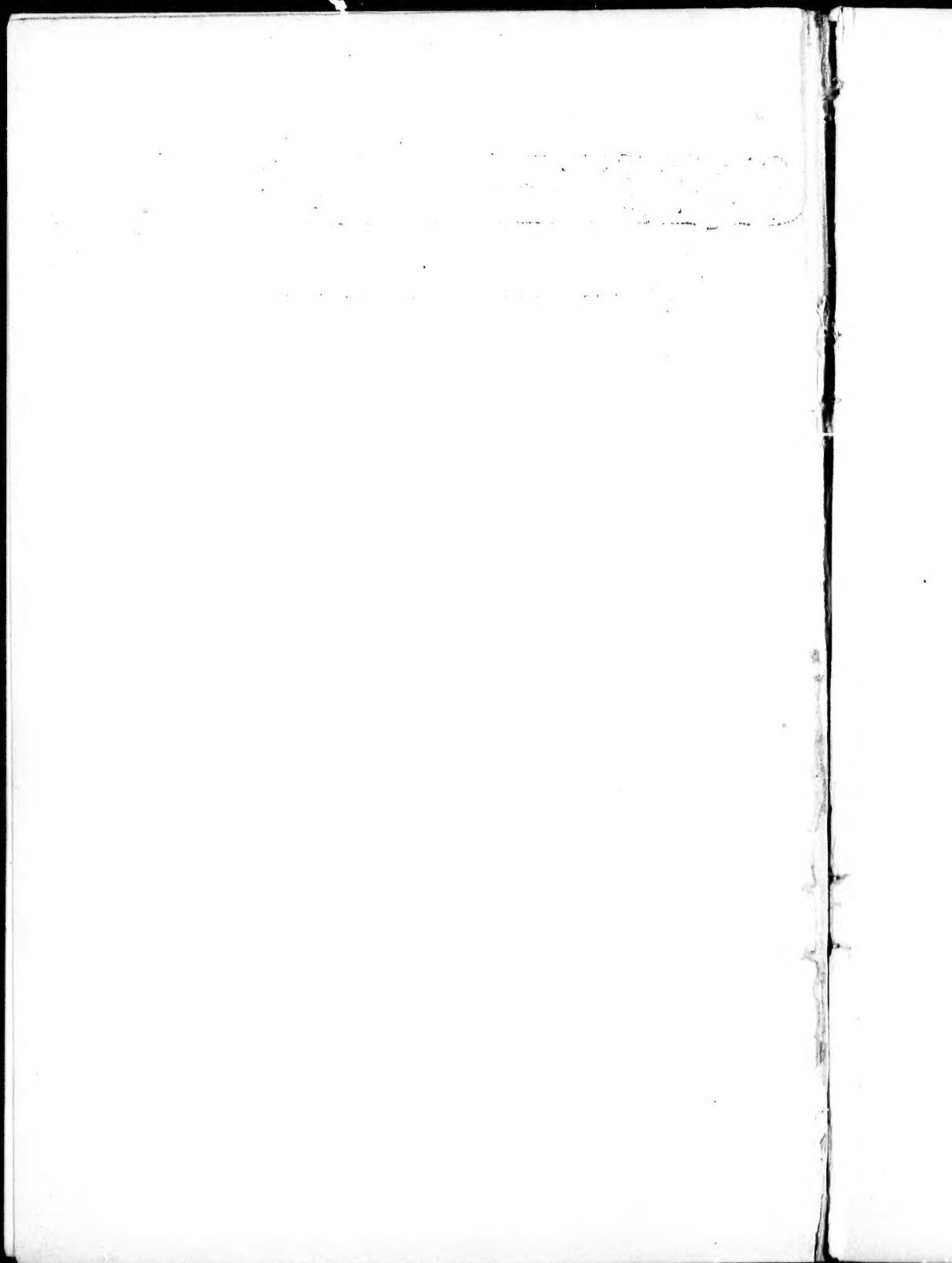
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TOURISTS' EDITION.

GREATER NIAGARA.

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UNITED STATES AND CANADA.

PUBLISHED BY MRS. S. D. MORSE,
NIAGARA FALLS, N. Y., AND NIAGARA FALLS, ONT.
1896.

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Let's go to the Falls!



NIAGARA FALLS.

THE world has but one Niagara, the wonder and pride of all civilized nations. If we would attempt to give the reader a pen picture of Niagara Falls we would fail. The object of this

book is to point out all the places of interest, and assist the reader in such a manner that a visit to the Falls will be one of pleasure and profit.

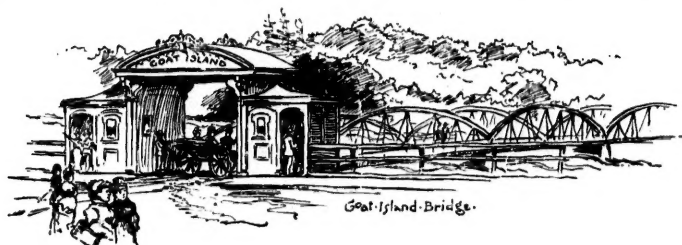
We will suppose now, reader, that you have landed at the depot on the American side. About five minutes walk will take you to Prospect Park. It would be well perhaps to state here that the distances are too great to walk to all points of interest and for fifteen cents you can ride all over. Prospect Park contains one hundred and seven acres. It was purchased by the State of New York, and formally opened to the public on July 15, 1885. From Prospect Point a fine view of the Falls and Gorge can be had.

Passing up the river bank a short distance, you come to the bridge leading to Goat Island, which separates the American and Horseshoe Falls.

This is the largest island of the group, containing sixty acres. In the early history of this island it was called Iris Island, because of the many beautiful



Arrival of an Excursion Train at N.Y.C. Depot



rainbows that seemed to span it. Later on it was used as a pasture for goats, hence its present name. One of the notable events mentioned in the history of this island is that of Israel Putman being the first white man to cross it. While engaged in a campaign against Fort Niagara in 1755, he drifted down the rapids in a small boat, landed on the island, and was towed back to shore by a rope that had been fastened to the boat for the purpose. He undertook the venture for a wager. This island was sacred to the Indian as a burial ground for their chiefs.

The affianced bride of a young Indian chief died, the Indian burial ceremonies were performed and her remains laid beneath the sod. The chief and affianced husband of the Indian maiden was found by the grave of her he so fondly loved.

"Gone from the forest, gone from the river,
An arrow in the chief's heart quivers;
Bravely she passed death's dark portal,
Gave up this life for a spirit immortal.

Lost from the forest, lost from the river,
Silently the leaves on the tree shivers,
As gently closing her eyes in sleep
She joins in the songs of the spirits that never weep.

Gone from the forest, gone over the river,
Gone to rest in the arms of the giver;
My heart was broken, all hope departed,
As on the journey of death she started.

Lost from my wigwam, lost from my camp fire,
Never did the Great Spirit bind any higher
My love could not keep her while death's chill power
Lingered within my queen's bower.

I go to my love from me death could not sever,
Soon we shall meet in the spirit world forever,
There we shall join in the glad hosanna
Our hearts made one, under the Great Spirit's banner.

A few minutes walk takes you to Luna Island, so called because it is the best point from which to view the Lunar Bow. It is separated from Goat Island by a stream one hundred feet wide. The view up and down the river is readily appreciated by the visitor.



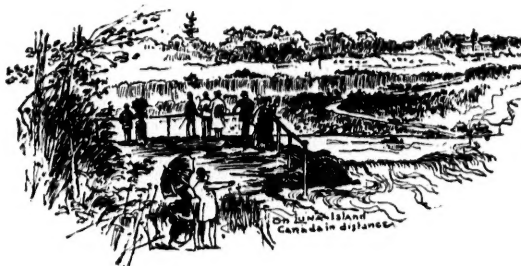
Returning to Goat Island we proceed to the Biddle Stairs, which were erected in 1829 by Mr. Biddle, president of the United States Bank of Philadelphia, for the purpose of enabling visitors to descend to the Cave of the Winds. They are eighty feet high and contain one hundred and forty-eight steps. There are also dressing-rooms for those who wish to enter the Cave of the Winds.

This cave is one hundred and twenty feet wide and one hundred feet high. To enter this it is necessary to put on water-proof dresses and obtain a guide. Cost \$1.00. In front the transparent fall is a beautiful screen, and, when the sun shines, a beautiful rainbow quite regular in form quivers amid the driving spray. The tremendous atmospherical pressure causes a tumult, giving the impression of constant storm. No tourist should miss seeing this wonderful cavern.

The Cave of the Winds is under the American Falls and was formed by the action of the water on the soft substratum of the precipice,



SCENE IN THE PARK.



which has been washed away, leaving an arch overhead extending thirty feet beyond the base.

The Three Sister Islands are connected with Goat Island by three beautiful foot bridges.

HOW TO SEE NIAGARA FALLS FOR \$1.00.

OF the million and a half of people that visit the Falls annually, the majority go away with a feeling of disappointment, and the masses of the people that come here for pleasure and recreation are the toilers—the busy business men and women—consequently, only a short time can be spent in travel and recreation, and the means to sustain a prolonged visit, is a point to be considered by many. If you manage wisely it is worth while to cross the continent just to see Niagara, if only a few hours can be spent here. Most people who are here for a day or two waste a large part of their time so limited and precious, and almost wholly lose the real opportunities. They go to the wrong places and do the wrong things, and so waste not only time but money, and miss the delights and benefits the place ministers to its visitors.

The progress of the times has been anticipated by the Gorge Road on the American side, and the River Railway on the Canadian side. The vast amount of business done by these two companies is sufficient attestation of the fidelity of their management to the best interests of the traveling public, and their wisdom in meeting in such a thorough manner the increasing and most exacting requirements of a comfort-loving people, a veritable nation of travelers.

After purchasing a ticket at the Gorge Railway office for \$1.00, take cars at the monument. In a few moments you are going through the center of the great "Power City," past factories and mills, then beautiful homes with broad lawns and abundance of flowers, and in a short time you are at the Devil's Hole, three miles from the Falls. This is a large chasm in the bank of the river. A small stream of water called Bloody Run empties into the river at this



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MASSACRE AT DEVIL'S HOLE.

point. This point called Devil's Hole is noted in history for the massacre of English soldiers in 1763. A wagon train of provisions and six hundred soldiers were to pass that way from one fort to another, and the French hired the Indians to lie in ambush for the troops. The wily Indians did their work so well, that the little stream of water ran red with blood, and only three escaped to tell the story. A soldier hid, and a drummer boy jumped down the embankment and lodged in the bushes. A Mr. Stedman

escaped by the fleetness of his horse. The Indians were so surprised at his flight unharmed, amid a shower of bullets, that they attributed it to the protection of the Great Spirit, and to appease the angry gods they gave Mr. Stedman vast farming lands, which he owned until the State of New York disputed his titles.

Now we will come face to face with Nature's great book. As page after page opens in quick succession, identity is lost in oblivion, and we seem a part of Nature's edifice.

The deep gorge is reached. Steep cliffs on either side, holding in duration forever the course of the spent stream, blighting all hope of flight over the cliffs' towering sides. From the brink cedars, bush and moss bend low, as if dazed by the depth and the gloom of the chasm below.

Lewiston is reached, the center of river traffic, where we cross the river by ferry, making a pleasant change. It was here without a doubt the Falls once passed over the rocks at Queenston Heights.

You see a part of a bridge suspended in mid-air. (See Judge Hulett's notes on bridges.) Take the River Electric Railway. (See Canon Bull's Notes and Victoria Park notes.) We find lunch, fruit and confections at all steps along the route. We can't miss the stop at Whirlpool Rapids. (See Hulett's notes.) Then on through without a stop till Chippewa is reached; then back again to Victoria Park. Here you will find all that mortal man could desire to eat and drink. All along the route on both sides of the lines we see bazaars, where many unique Indian curiosities are kept, and in very many of the large places fine collections of views of the Falls are on sale at very reasonable prices. Don't miss a trip under the Horseshoe Fall; then cross the bridge (price ten cents) opposite Hawley's famous Bazaar. Or you can go down the Inclined Railway (cost five cents) to the Maid-of-the-Mist landing; take a sail over their route (cost fifty cents); and again we can either walk up the incline or ride in the elevator (cost ten cents). Now we are back to starting point.

Now this entire route can be gone over in half a day and have plenty of time to see the Falls at leisure, as the trip can be made without a stop in a very short time. The trip to Buffalo and return, and the round trip by the River Railway and Gorge Railway can all be accomplished in one day or half a day.

Each wave that beats against the rock
And spends itself in empty spray,
Seems wasted, yet in time the shock
Has helped to wear the cliff away.

NIAGARA RIVER, "THE THUNDERING WATERS."

THAT portion of the St. Lawrence stream which lies between Lake Erie and Lake Ontario is called Niagara River (the Thundering Waters). This river intersects an isthmus of thirty-three and one-half miles long, dividing the lakes. The level of Ontario is three hundred and thirty-three feet lower than that of Erie, it is evident that the river must descend very rapidly. The descent can be classified in three divisions. First, the Rapids, which accomplishes fifty-five feet in less than a mile. Second, the Falls themselves, which have a depth of about one hundred and sixty feet; and third, the river below the Falls, which descends one hundred and five feet or more, leaving thirteen feet for the descent of the river below the outlet of Erie and the beginning of the Rapids. The outcome of four





mighty lakes, draining half a continent through this channel into the basin of Ontario, gives an effect which for grandeur and a sense of irresistible power has no parallel on the face of the earth. The mind can hardly conceive or at once grasp the thought of the mighty force involved in this plunge over the rocks of one hundred million tons of water every hour, year after year, century after century. The tourist has only to sit in silence within sight and sound of the Cataract for a brief period to find that its inexpressible majesty dominates the senses and brings one helplessly beneath its spell. Come with us down the steep on the Canadian side a few hundred yards from the Falls, for here, and no where else, you see the Falls to such advantage. Sit down there among the rocks awhile. You will become completely fascinated, you will feel that you are no longer of this world; but as you listen and listen to the indescribable melody

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of these mighty waters a most glorious harmony grows out of all this tumult.

Poets have become intoxicated with its majesty and beauty and enshrined their harmony in verse and song. Artists have caught the inspiration and spread on canvas bits of this ever changing scene of grandeur and power fitly crowned with a halo of glory. Novelists have gazed with wonder, entranced, and out of the dreamy mist ideals arose, only to hint at treasures stored, and the world has been pleased.

But to genius God entrusted the key to this golden mine of power and wealth, science and energy clasped hands and with an iron grasp unlocked the vaulted storehouse, opened wide its ponderous doors and like a meteor heaven sent, flashed forth the inexhaustible streams of power and wealth. To genius is given the jeweled crown, but science and energy hold the sceptre that will gladden the hearts of men, while these waters flow and time rolls on and on.

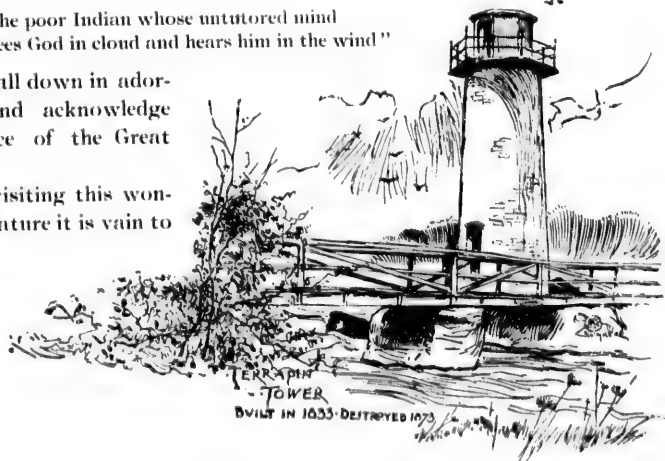
NOTES BY REV. J. W. WILSON, NIAGARA FALLS SOUTH, ONT.

NIAGARA is the name known to everyone. It is the great natural phenomenon, the wonder of the world. To see tons of water tumbling according to nature's law of gravitation over a precipice of rock may at first sight be disappointing, but to sit and allow Nature to speak in its thundering tones to the inmost soul, can we wonder that

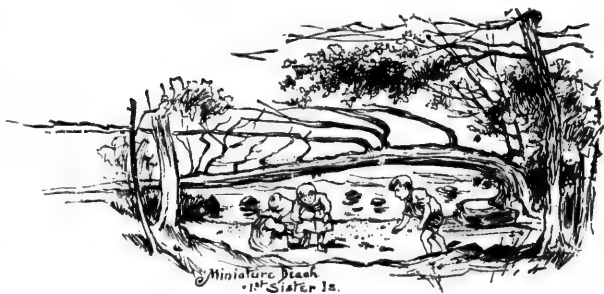
"The poor Indian whose untutored mind
Sees God in cloud and hears him in the wind"

should fall down in adoration and acknowledge the voice of the Great Spirit?

In visiting this wonder of Nature it is vain to



rush about, to hurry. It is not merely what we see, not merely the shape, color and outward appearance that our eye may have im-



perfectly detected, but what impression has been wrought upon the mind? What new idea and inspiration has arisen in the soul? And where does Nature speak in such diverse tones as here? Standing near the brink of the precipice where the vast volume rolls itself into the foaming, boiling chasm beneath we seem to see humanity blindly hurling itself over the precipice into eternity. Where? Sit! Ponder! Contemplate. This is no place for butterflies, but for earnest thinking souls.

As we pass to the Rapids above, that weighty feeling of immensity leaves us. The water as it rapidly dashes over the rocks is more in play. Now it gambols along in a sportive mood, suddenly it seems possessed by a demon of unrest and eagerly hurls itself into maddening foam. We catch the spirit of the water and varied emotions play upon the soul. The worry and care which perplexed the soul vanishes.

Amidst the islands primeval solitude prevails. The little limpid streams run quietly over the pebbly beds apparently unconscious of the rushing strife so near. Nothing so rests the weary, tired sight-seer as a gentle stroll in these secluded places. It is like entering the chamber and shutting the door to be alone with Nature and with Nature's God.

Truly the whole scene is replete with life and voice which should leave an abiding impression in the mind of every one.

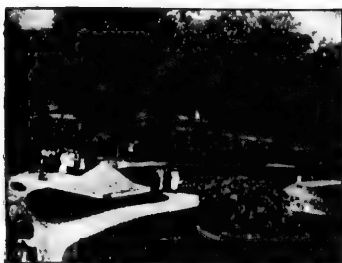
TALLY-HO FROM BUFFALO TO NIAGARA FALLS.

THIS pleasant mode of travel is enjoyed largely by Buffalo people every pleasant day. This elegant four horse English coach can be seen about the Falls loaded with a jolly party out for a day's pleasure ride.



THE QUEEN VICTORIA PARK, NIAGARA FALLS, ONT.

BY JAMES QUILLINAN, ACCOUNTANT Q. V. PARK.



VIEW OF VICTORIA PARK.

THIS beautiful and magnificent park stands foremost amongst the attractions offered to visitors and tourists at Niagara Falls. It is the property of the Government of Ontario, and managed by commissioners appointed by the Province. The territory embraces the original reserve of sixty-six feet in width along the entire stretch of the Niagara River from Lake Erie to Lake Ontario—a distance of thirty-four

miles—to which large tracts of land have been added by purchase for park purposes, comprising an aggregate area of six hundred and seventy-five acres. The park was established under an act of the Provincial Legislature, passed in 1887, and was officially opened to the public on the 24th of May, 1888.

LOCATION.

The lands at first selected contained an area of only one hundred and fifty-four and one-half acres in the immediate vicinity of the Falls. This is, of course, the most important section of the park system, and extends southward from the upper Suspension Bridge past the American and Horseshoe Falls to the head of the Upper Rapids, a distance of two and one-half miles. Viewed from the main entrance opposite the Clifton House, the park embraces the crescent shaped plane, lying between the western shore of the river and the crest of the richly wooded bluff which forms its western boundary. In width varying from one hundred to five hundred yards, it affords within its area the most attractive and comprehensive views of the great Cataracts and of the





Rapids, which can be had at Niagara Falls. From "Rambler's Rest," "Inspiration Point" and "Table Rock" the views of the American and Horseshoe Falls are of the most impressive and inspiring character. Owing to its close proximity to the Horseshoe Falls, "Table Rock" has always been the favorite point for observation by

tourists. Here they usually avail themselves of the service of a guide and water-proof clothing to enjoy the trip "Under the Falls," where alone they can obtain an adequate conception of the tremendous force of the mighty torrent as it rolls over the precipice one hundred and fifty feet above the heads of the spectators and plunges with an awful crash into the seething caldron beneath. It was from this vantage point that Moore, Dickens, Mrs. Sigourney, Montgomery and hosts of other noted poets and writers viewed the sublime grandeur of the surrounding scenery, and embodied their inspirations in those beautiful and sublime descriptions which have spread the fame of Niagara over every region of the civilized world.

The following lines, composed about a century and a half ago, by one of America's noblest pioneer missionaries, convey a vivid impression of the overpowering majesty and sublimity of the falling mass of waters viewed from the base of "Table Rock."

THE FALLS OF NIAGARA.

The thoughts are strange that crowd into my brain
When I look upward to thee. It would seem
As if God poured thee from His "hollow hand,"
And hung his bow upon thine awful front;
And spoke in that loud voice which seemed to him
Who dwelt in Patmos for his Saviour's sake,
'The sound of many waters," and had bade
Thy flood to chronicle the ages back,
And notch his centuries in the eternal rocks.
Deep calleth unto deep. And what are we
That hear the question of that voice sublime?
Oh! what are all the notes that ever rung
From war's vain trumpet, by thy thundering side?
Yea, what is all the riot that man makes
In his short life to thy unceasing roar?
And yet, bold babbler, what art thou to Him
Who drown'd a world, and heaped the waters far
Above its loftiest mountains?—a light wave
That breaks, and whispers of its Maker's might.

—Brainerd.

The appearance of the river above the Falls, dashed into foaming spray as it rushes from ledge to ledge of rock bed, preparatory to its final plunge over the precipice, is indeed grand and impressive in the highest degree. The lovely sylvan islets which constitute the Dufferin group of islands, lie in an arm of the river at the upper or southernmost end of the park. This section is a region of fairy-like enchantment—a fitting abode for the Naiads of old—where the visitor will linger with fond delight, and from which he will depart with unfeigned regret.



PICNIC GROUNDS.

IMPROVEMENTS AND ACCOMMODATIONS.

Under the energetic and enlightened management of the Government Commissioners great improvements have been effected in the renovating and beautifying of the grounds, which elicit the universal commendation of visitors. Previous to the acquisition of the grounds by the Provincial Government, there was no place where large bodies of visitors or excursionists might retire for rest and recreation. Beyond the limits of the dusty driveway along the edge of the river bank, they had no right to intrude; but now, happily, all this has been changed for the better. Ample facilities are at present afforded them beneath the spreading shade trees for enjoying rest and recreation where they are invigorated by the cool breezes constantly created by the falling mass of waters. Beautiful graveled walks and driveways have been constructed in all directions; flowering shrubs have been planted along the principal lines of travel, and magnificent beds of the choicest annuals add their beauty and their fragrance to the enjoyment of the visitor. In close proximity to the Horseshoe Falls spacious picnic grounds have been provided, where thousands of visitors may be seen daily during the excursion season enjoying their refreshments—the accessories of comfortable seats and tables under the umbrageous shade trees with an abundant supply of hot water for tea and coffee and of excellent spring water—all furnished, free of cost, by the park authorities. The district is very favorable to vegetable growth. The mildness of the climate combined with the humidity of the atmosphere has produced a wonderful variety and abundance in its natural flora, which contains many specimens usually restricted to a more tropical latitude, and also many not found elsewhere in Canada. An herbarium, consisting of over a thousand specimens, neatly mounted, may be seen at the Superintendent's office in the park.

With such comforts and accommodations for the public, combined with the inimitable grandeur of the surrounding scenery, one need not wonder at



RAMBLERS' REST.

the marvelous popularity which the park has so rapidly attained; nor can one seriously question the æsthetic taste of those enthusiastic admirers who have so felicitously named the park the "Canadian Paradise."

SCENIC ATTRACTIONS.

No matter how limited the time at the disposal of the visitor, or how anxious he may be to economize it, to enable him to explore the mysteries of the river gorge below the Falls, he will always feel an irresistible desire to protract his visit, to remain just a little longer in this delightful region. Something yet remains to be seen, or he is impelled to take another glance at some especial attraction which has left the liveliest impression on his mind. When he first arrived, there was no rainbow to be seen. Its absence was unnoticed amidst the varied attractions of the scenery that had engaged his attention. But some hours have passed by swiftly. The sun has passed the meridian, and is now well onward in his western course. His bright rays permeate the lofty columns of spray, arising like incense, before the throne of the mighty cataracts; and, as if by magic, those clouds of ascending incense are suddenly crowned with a beautiful diadem, a magnificent coronal, the most glorious of rainbows—rich in its prismatic colors, and perfect in its outline, a happy token of "God's good will to man," spanning the awful chasm and binding together in harmonious brotherhood the inhabitants of two adjoining nations.

Before leaving the grounds the attention of the visitor is once more arrested at "Rambler's Rest," which commands an especially beautiful and comprehensive view. The Horseshoe Falls is now on the right hand and half a mile distant, while the American Falls is directly in front. The view embraces the picturesque rapids above the American Falls to the head of Goat Island, spanned



but a few hundred yards above the cataract by the bridge which connects Goat Island with the mainland.



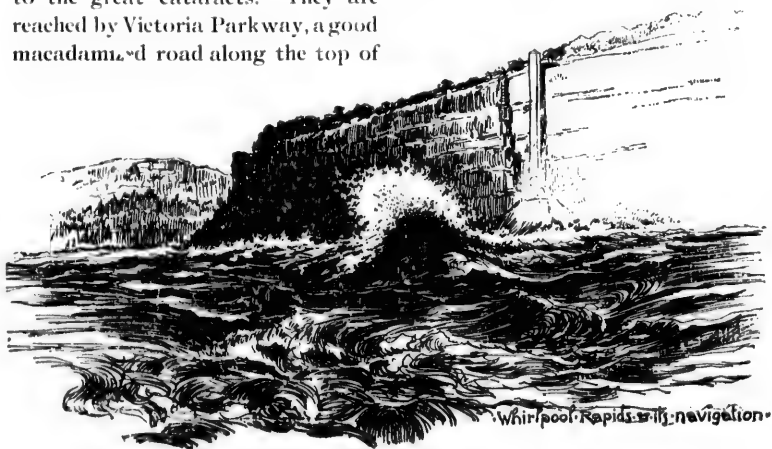
Prospect Park, a portion of the New York State Reservation, alive with visitors eagerly intent upon viewing the surroundings, is seen to the left of the Falls, as viewed from "Rambler's Rest," while some distance farther down, the river is spanned by a handsome suspension bridge, nearly a quarter of a mile in length, and designed for the accommo-

dation of carriages and pedestrians. At the foot of the Falls the staunch little steamer, "Maid-of-the-Mist," crowded with her precious load of

tourists, is stemming the stiff current and gliding onward through a region of mists, sparkling with the glowing colors of numberless tiny rainbows, toward the great Horseshoe Falls, where she bathes in the seething caldron and retraces her course to her landing to exchange her cargo and continue her rounds. The steamer also performs the duties of an international ferry between the American and Canadian shores, connecting at either side with inclined railways running to the top of the cliffs.

WHIRLPOOL AND WHIRLPOOL RAPIDS.

Two miles below the Falls are the famous Whirlpool Rapids and Whirlpool, which, in the estimation of tourists, are of secondary importance only to the great cataracts. They are reached by Victoria Parkway, a good macadamized road along the top of



Whirlpool Rapids with navigation.



the river bank fronting the town of Niagara Falls. The principal intervening attractions are the upper Suspension Bridge, already alluded to, the Cantilever, a double-tracked railway bridge owned by the Michigan Central, and the Railway Suspension Bridge, the upper deck of the latter being used by the Grand Trunk Railway and the lower for carriage and foot travel. These bridges are strong substantial structures and much admired by visitors. The Whirlpool Rapids commence at the lower bridge, and are seen to best advantage at the base of the cliff to which easy access may be had by an inclined railway. The entire volume of the Niagara River is here forced through a narrow gorge only a few hundred feet in width, producing the wildest stretch of rapids on the river. Rushing from this turbulent portion of its course, the river immediately enters the far-famed Whirlpool which may be said to constitute a small lake in itself, hemmed in with towering embankments two hundred and fifty feet high, where the current is forced round and round in a circular direction, until it finally effects its escape through its lofty prison barriers by an outlet almost at right angles with its previous course.

NIAGARA GLEN.

About half a mile below the Whirlpool is a large section of the park system, hitherto known as Foster's Flats, but now designated "Niagara Glen." It occupies a large plateau some fifty feet above the river level, comprising about one hundred acres in extent, and for the matchless picturesque character of its scenery and location can scarcely be equaled anywhere. Sheltered from the cold winds by rocky walls on both sides, towering two hundred feet above its surface, with an atmosphere impregnated with an abundance of moisture from the boisterous rapids that sweep around its base, its climatic conditions are favorable in the highest degree to the growth and perfection of vegetable life. Consequently the entire glen is covered with a dense growth of the forest primeval, interspersed in all directions with huge blocks of lime-stone rocks of the most weird and grotesque shapes, which in former ages broke away from the adjoining cliffs. The place has but recently been added to the park system, and at present is scarcely accessible to visitors; but, no doubt, within a few years, it will be made available to the public by improvements that will render it one of the most attractive points in the vicinity of Niagara.



BROCK'S MONUMENT AND QUEENSTON HEIGHTS.—(ILLUSTRATION, PAGE 29.)

The most northerly portion of the Queen Victoria Park system available to visitors is known as Queenston Heights. It comprises a large part of the plateau adjoining the crest of the escarpment which extends from this point westward beyond the city of Hamilton, and occupies a very commanding position, three hundred and fifty feet above the bed of the river, which here emerges from its prison walls, and with a magnificent sweep and largely expanded area, pursues the remaining six miles of its course to Lake Ontario. This location is famous for the battle fought here in 1812, when the American invading army was defeated and taken prisoners. The magnificent monument which crowns the crest of the hill, is one of the finest structures of its kind in the world, and was erected in honor of the British General Brock, who with his Aid-de-Camp, Lieutenant-Colonel Macdonnell, fell mortally wounded, while gallantly leading their troops up the steep escarpment against the invaders. The column is one hundred and ninety feet high, and is surmounted by a colossal statue of General Brock. The top is reached by a spiral stone stairway, winding up through the center of the column. At the upper landing circular windows afford comprehensive views in all directions, that will amply repay the energy of the enthusiastic visitor who possesses any taste for the enjoyment of a panorama of beautiful rural scenery which can not be surpassed on this continent. The broad expanse of Lake Ontario, six miles to the north, and the beautiful fertile country extending from the foot of the escarpment to the lake shore, divided into two nationalities by the broad, sinuous, silvery stream of the Niagara River which is navigable for the largest lake craft from Lake Ontario to this point, afford a charming picture well worthy of the warmest admiration. Seven miles to the southward the columns of spray may be distinctly seen showing the location of Niagara Falls; and looking westward a glimpse is had of the pretty city of St. Catharines; while across the river to the east is the picturesque old village of Lewiston on the American side, with the quaint little village of Queenston nestling below the feet of the spectator—evidently not improved by age but manifesting symptoms of an attempt at resuscitation.

Apart altogether from the absorbing interest of its historical associations, Queenston Heights is indeed a most charming location, rich in the choice gifts bestowed upon it by the hand of a bountiful Creator. About a year since the property was placed under the management of the Park Commissioners by the Provincial Government. The Commissioners have purchased additional land, doubling its previous area, and have made many necessary improvements which will, doubtless, be continued, in a systematic manner, until the artistic condition of the locality is made to harmonize with the fascinating natural beauty and grandeur of the scenery.

ELECTRIC RAILWAY.

While devoting so much attention to the general improvement of the grounds and in rendering points of especial interest more easy of access to the public, the Commissioners have not been unmindful of the urgent necessity for providing a cheap and efficient means to enable tourists to view the varied attractions between the extreme ends of the park system. This want is amply supplied by the "Niagara Falls Park and River Railway," a well equipped, double track electric road, running along the top of the bank of the Niagara River from Queenston, where it connects with the steamers from Toronto and the lower lake points, to Navy Island, above Chippewa, where it connects with the steamers from Buffalo. The entire panorama of the magnificent scenery along the course of the river for a distance of fourteen miles may be leisurely contemplated by the tourist while comfortably seated in the first-class observation cars of this popular electric road.

In its relations to visitors as well as in other respects, Niagara Falls has undergone a remarkable regeneration since the establishment of the Government Parks, and we can now confidently assert that at no place of like resort can the visitor enjoy a higher degree of pleasure in the same time and for an equal outlay.



TOURISTS IN 1831.

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HISTORY OF THE FIRST SUSPENSION BRIDGE ACROSS THE NIAGARA RIVER.

BY THEO. G. HULETT.



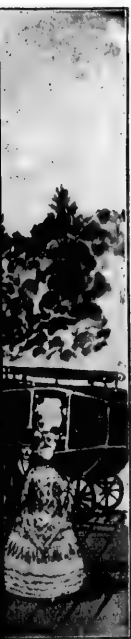
THEODORE G. HULETT.

IN the year of 1846 the Legislatures of the State of New York and Ontario incorporated each a company to build a suspension bridge across the Niagara River at a point about two miles below the Falls, for the accommodation of the Great Western Railroad, which was then being built between the Niagara River and Chicago. These two incorporated companies were empowered to have a joint board to consummate a connection of trade between the two jurisdictions. At that time there was but one suspension bridge in the country, and that one of short span across the Schuylkill in the city of Phil-

adelphia, and one in process of construction across the Ohio River at Wheeling, Va. Charles Ellet, Jr., of Philadelphia, of Mississippi Ram notoriety, who was commissioned as a general in the War of the Rebellion, was the builder of these bridges, and, as at that time suspension bridge engineering was regarded as a specialty, Engineer Ellet was the one selected to build the Niagara Suspension Bridge.

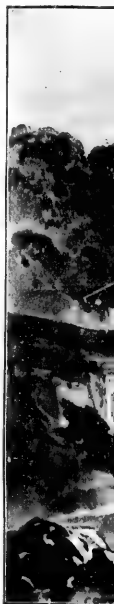
In the winter of 1847 Engineer Charles Ellet held a contract with these bridge companies to build a wire suspension bridge across the Niagara River on the site of the present lower suspension bridge, of sufficient capacity for railroad traffic.

In the winter of 1847 Engineer Ellet arrived at the Village of Niagara Falls to make arrangements to commence the structure on the opening of the spring. Engineer Ellet was stopping at the Eagle Tavern, then situated where now stands the International Hotel. The writer received a note by the hand of the bell boy of the hotel, that my presence was solicited at the parlor of the "Eagle Tavern" as soon as convenient, and signed "Chas. Ellet, Jr." I answered the note in person. Engineer Ellet stated that he



had a contract to build a wire suspension bridge across the Niagara River, and as he had a similar contract at Wheeling, his time must necessarily be divided between these two localities, and that he wished to obtain the services of one who could take charge of all the iron work of the structure, and that I had been recommended to him as such person. Arrangements were made to that effect.

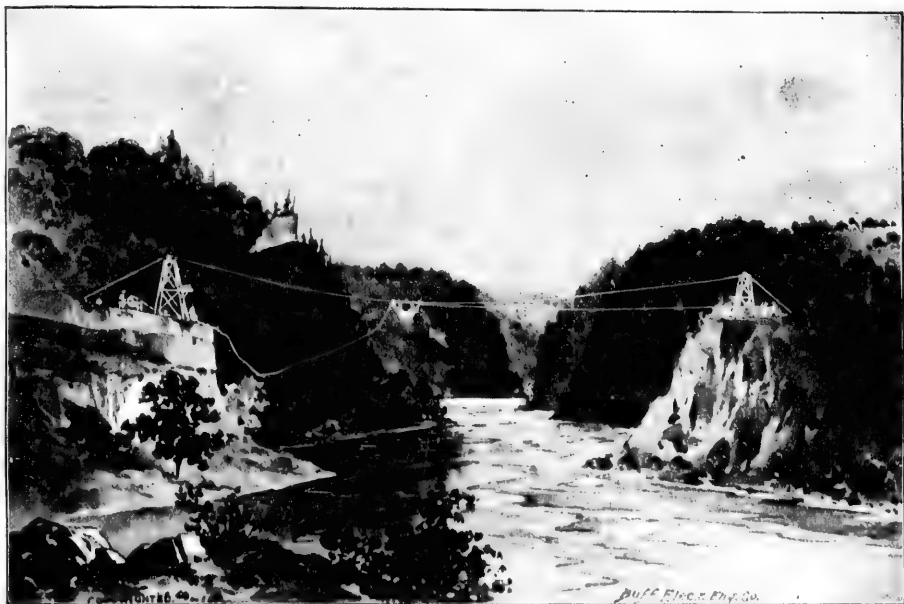
The engineer then stated in detail his plan of construction. First, to provide some means of crossing the Gorge with men and tools without crossing at a ferry at Lewiston—five miles below—thus saving ten miles travel for each desired crossing. His plan was to erect two towers, one on either side, twenty-five feet in height, and to suspend a wire cable of thirty-six strands of No. 10 wire from the top of these towers, with about thirty feet deflection, and upon which to place a yoke with grooved rollers at either end, and from which to suspend a cage of sufficient capacity to accommodate two men, and this cage to be drawn across from side to side by means of a stationary windlass on either side of the bank. The first thing to be settled was the size, form and material of which this cage should be constructed. The engineer proposed this cage to be made of wood, and instead, I suggested iron. The engineer's objection to iron was its weight. In answer, I suggested that I thought one of iron could be made of less weight and more secure than one of wood. To test this proposition, the engineer made a plan of his wooden cage, and carefully weighed, by figures, its weight. I then made a plan of a basket made of iron, which was also weighed and found to be ten pounds lighter than of wood. "We will have it iron," exclaimed the engineer, provided we can get it made. I assured the engineer that getting it made would present no difficulty, as I would make it with my own hands. The next interrogatory of the engineer was, "What shall be its form?" We both at the time were sitting in rocking chairs of the same pattern. I requested the engineer to arise, and these two rockers were drawn close together, the engineer exclaiming, "That is just what we want and will have." Next in order was the construction of the cable upon which the basket was to travel. This cable was to be constructed of thirty-six strands of No. 10 wire, each strand to be subjected to a uniform strain, and the thirty-six strands bound into a round form by being wrapped by a transverse wrapping of a small annealed wire at intervals of eight inches, each wrapping being about four inches in length. This cable was formed around an iron yoke or clevis at either end as a means of fastening to the rock. After the detail of making the cable was disposed of, then came the question of how to get it over. The engineer suggested offering a premium of \$10.00 to the first boy who should successfully fly over the Gorge his kite string and fasten its ends to a tree on either side. This premium brought a score of lads into the contest, and a boy by the name of Homan Walsh (who now resides in Lincoln, Neb.) was the successful



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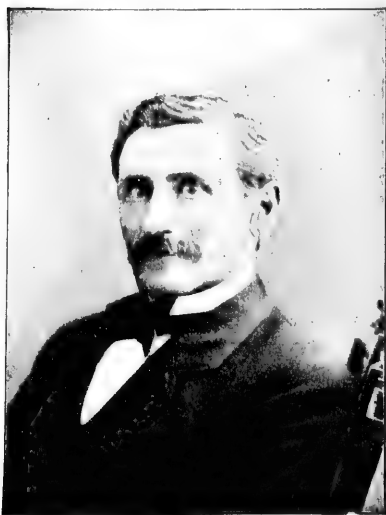
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winner of the prize, which was paid as soon as the kite string was secured on each bank of the stream. The following day a stronger line was drawn over by the kite string, and a rope of sufficient strength to haul over the iron cable was substituted. By means of this rope the iron cable was hauled across the river and its ends secured to the solid rock and placed upon the wooden towers, with a curve of about twenty-five feet between the towers. I made the iron basket and its attachments with my own hands, and it was placed upon the cable. A strong windlass consisting of a wooden drum of about four feet in diameter, and so geared that one



man at the crank could haul over any required load. One of these windlasses was placed on each bank, the draft rope passing around these drums at one end, and the other attached to the yoke from which the basket was suspended. This yoke was made of iron, with a grooved roller at either end that it ran upon, and the flanges astride the cable.

The first passage of this basket was attempted to be made empty, but when almost across it suddenly stopped and the windlass on the opposite side would not bring it ashore. It could be drawn back, but not forward, and the basket was drawn back to the American shore. Engineer Ellet mounted the car, which was let loose from the tower, and which descended the down grade with great velocity until its momentum was arrested by the



HOMAN WALSH.

rollers was too shallow and the tread too narrow to prevent undue friction on the transverse wrapping of the cable, and new and deeper-grooved rollers were substituted. This change made this mode of transportation complete, and it was used for that purpose for more than one year, and carried across the Gorge more than two thousand passengers, there having crossed in one day one hundred and twenty-five persons, and ninety of them ladies. The average proportion of ladies over gentlemen was at least forty per cent.

This cable was used until the preliminary bridge structure was completed, and then removed.

The preliminary bridge was but a slight structure of eight feet (road-way) in width, with a railing made from ash wood of oval form, one and one-quarter inches by two inches, locked together at its ends, and the splice bound together by fine annealed wire and woven into the suspenders of the bridge longitudinally. There were four of these on either side, one foot apart, which made a strong and safe railing five feet in height. This bridge was only intended as a scaffolding from which to build the platform of the intended railroad bridge.

The mode of construction of this preliminary bridge was not only unique, but was attended by a thrilling incident, which will not be forgotten by those who witnessed it, or its recital uninteresting to those who did not.

up grade on the opposite side, when the windlass on the opposite side was set in motion and hauled the basket with its passenger to the point of obstruction, which was found to be a spot in the cable that had been flattened when the cable was being hauled across, and to such extent that exceeded the width of the groove in the roller, which caused the flange of the forward end of the roller to rise upon the cable and its edge to sink between the expanded strands of the cable. The engineer saw the difficulty at a glance, and he soon remedied it by contracting the width of the cable, and the rollers passed over, and the first passenger landed in safety across the Gorge in this fairy basket.

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This basket cable was intended as a preliminary necessity to the construction of the preliminary bridge, yet it was used for over a year as a means of profit to the contractor for the transportation of passengers, as a novelty instead of a necessity.

The first preliminary bridge was composed of four massive wooden towers, two on either bank, some eighty feet in height. There were four corner posts two feet square, constructed of four timbers one foot square, each of different length and separated on their inner sides by an oak strip, and all bolted firmly together. The sections were united by each timber being of a different length, and thus built up to the top. There were cross beams twelve inches square running around the vertical posts at intervals of about eight feet and bolted firmly to the corner post, and bracing timbers from each cross beam to the corner posts. These towers were fourteen feet square at the base, terminating at their top at six feet square. These towers were mounted by a wooden roller of eighteen inches in diameter and six feet in length, upon which the cables were to rest.

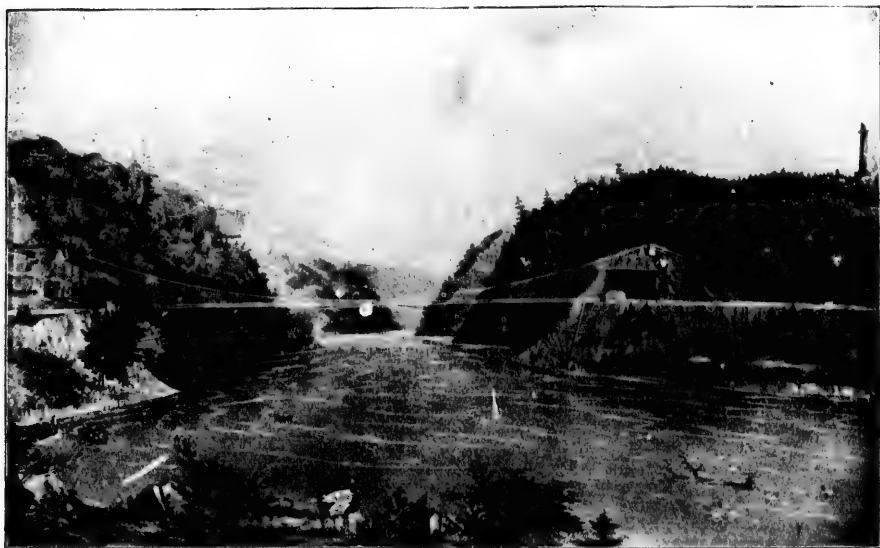
The cables of this preliminary bridge were four in number, two on each tower. They were composed of about one hundred and twenty strands of No. 10 wire, each wire having been stretched at an equal tension on the shore, with each wire passing around an iron yoke at each end as a means of anchoring the cables to the rock. These cables were wrapped transversely by small annealed wire at intervals of ten inches, each wrapping being four inches in length, the cable two and one-quarter inches in diameter. In getting these cables across, one end was anchored to the solid rock, a strong rope attached to the other end, which was connected with a powerful windlass on the Canada side, and by it the cable was hauled across the chasm and the ends anchored to the rock. This left a sag in the cables below the cliff of about eighty feet. By means of rope tackle these cables were lifted to the top of the towers to their final resting place, leaving the lowest point of deflection of the cables some fifteen feet above the level of the surface rock on either side. These cables were spread upon the wooden rollers on the top of the towers, four feet apart, and the transverse



WILLIAM ELLIS.

wrappings for about four feet at their apex removed for the purpose of leaving the wires flattened to give each strand of wire an equal tensile strength, and to enable the oil, with which they were kept painted, to reach each wire to prevent any possible oxidization of the wires, this being the greatest point of strain on the cables.

Next in order were placed strips of pine scantling, two by three, across the two cables on either side, and four feet in length, fastened with wire to the cables, so as to prevent the cables getting out of line, and a cross support for the suspenders for the floor of the bridge beneath. Across these strips of wood, lengthwise, were laid the suspenders, which were composed



of two strands of No. 10 wire, each end of the suspender terminating at the bottom in a loop to receive the cross or needle beam of the flooring. As these suspenders and supports were shoved out, the floor was laid, which consisted of one-inch boards of two layers, each layer breaking joints. These temporary platforms of only four feet in width, were to be carried across from either side simultaneously until being united in the center, and when so united the platform at once assumed its intended form, a beautiful catenary curve to the cables and an upward curve to the flooring, each being governed by the calculation of the length of each suspending wire.

Two separate and distinct bridges were thus thrown across, after which they were brought together, side by side, and lashed firmly together, thus

giving the supporting cables a lateral curve from twenty-four feet at the top of the towers to eight feet at the center of the bridge.

It was while these preliminary platforms were being carried out as above described that a terrific scene occurred. The northerly platform was completed and the other commenced on either side, the one on the Canada side almost one hundred feet from the bank, and on the American side about two hundred feet. There arose a sudden and terrific wind storm. As a first indication of it a two-inch plank was lifted from the top of the tower and was being carried as a feather at the behest of the storm. Its effect on the bridge was that the unfinished part was swinging to and fro for one hundred feet, at last throwing that part on the Canadian side over and across the basket cable. There were two workmen on the Canada end of the structure at the time of the crash, who made their escape to the tower, but on the American side there were four men on the structure, only one of whom reached the shore, the three men remaining having no other support than to firmly clutch to two No. 10 wires and rest their feet on the shifting flooring of the platform. Nothing could be done to rescue these men, until the violence of the gale subsided. When the gale had spent its violence a short ladder, 12 feet long, was attached to the iron basket with ropes and a request for some one to volunteer to go out in the basket to rescue the men. A young man named William Ellis (who is now residing at Niagara Falls, and, I believe, the last survivor of the scene except the narrator) stepped forward and said, "I am your man." Ellis sprang into the basket but before starting I instructed him that he under no consideration should bring but one at a time, as it was impossible to estimate the strain upon the basket cable, as the weight of the entire Canada end of the bridge was upon it, but to take off the one farthest out, and return for the others. Ellis's reply was, "all right." Out went the basket, passing the two unfortunates for the one farthest from the shore, the ladder was extended to the wreck, the unfortunate was eagerly watched until safely landed in the basket. The next unfortunate's appeals were so pressing to be taken in that Ellis forgot his instructions and the second unfortunate was soon seen crossing the ladder into the basket. The third was reached and the ladder was pushed out again, and he also was landed in the basket. The basket—the capacity of which was but for two—was slowly drawn to the shore laden with four stalwart men, and the four safely landed amid the shouts from the bystanders that silenced the raging elements.

Under this temporary platform was built the wagon bridge of eight feet in width as above described. This road bridge was used as a carriage and foot way for two or three years, awaiting the change of hard times and the railroad it was intended to accommodate should be completed. At last this event happened, and engineer John A. Robling, of Brooklyn



Bridge fame, was engaged as engineer to complete the original design—a railroad bridge. Massive stone towers took the place of the original ones, and a railroad bridge and a carriage track beneath was erected by Mr. Robling, which was used for years, and after all the woodwork of the structure was replaced by iron except the floors, which took place about fifteen years since by Engineer L. L. Buck, who about five years after substituted the massive iron towers for the stone towers erected by Engineer Robling, which began to show signs of decay.

The engineering skill of Engineer Buck was manifested by the substitution of these present iron towers for the stone ones removed, when it is known that this change was made without interfering with railroad crossing for but *two hours*.

The iron basket and a section of the first cable above described, are deposited in the rooms of the Buffalo Historical Society at Buffalo, where they may be examined by any one who may desire to do so.

THE LUNDY'S LANE MONUMENT.

CANON BULL, PRESIDENT OF ONTARIO HISTORICAL SOCIETY.

THIS fine monument was erected in 1895 in memory of the British soldiers who fell at the battle. It is built of light grey granite and stands fully forty feet high. On the north side of the monument this inscription appears: "Erected by the Canadian Parliament in honor of the victory gained by the British and Canadian forces on this field, on the 25th July, 1814, and in grateful remembrance of the brave men who died here on that day fighting for the unity of the Empire. 1895."

On the south side there is an entrance to a vault wherein the remains of fourteen British soldiers, killed at the battle, have been reverently placed. They had been recently found in old burial trenches on private lands two hundred yards from the hill.

LUNDY'S LANE AS IT NOW IS.

The Lane was named after one William Lundy who came in 1783 to begin a new clearing about one and one-fourth miles further west. It was then a narrow wooded trail. There were but few other clearings—those of the Cooks, Biggers, Pews and Greens—but the name Lundy was given to the Lane, and, doubtless, will remain unchanged. But what a contrast between then and now. The narrow, crooked trail through bush lands has become a wide, straight and beautiful avenue. Roadways and sidewalks, shade trees and evergreen hedges are like those of old England, Ireland and Scotland. Two handsome churches now crown the hill of battle, and, with numerous residences, lawns, orchards, vineyards, gardens indicate refinement, industry, peace and contentment. Nature has restored

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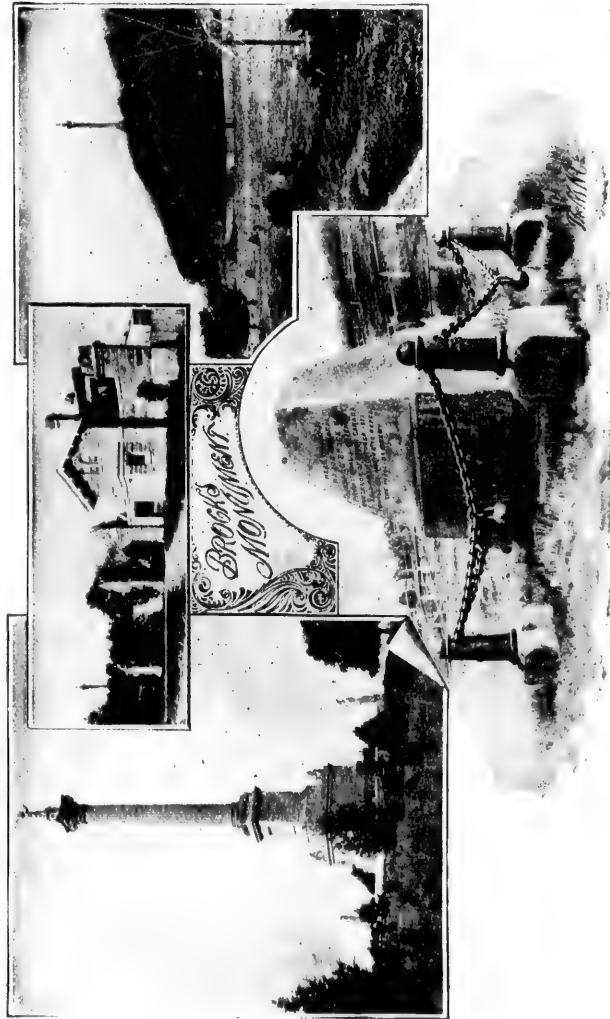
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her rights, and christian people enjoy her aid and blessing to their handiwork. The ravages of the war of 1812-14 are blotted out. Good will prevails and enmity is cast out.

The scenery of Lundy's Lane is most charming between the months of May and October. The air is fragrant with spring blossoms and garden flowers, and continues fragrant with fresh mown lawns and ripening fruits until the sere and yellow leaf of autumn comes again.

STAMFORD.

This is the name of the rural district which includes Lundy's Lane west of the Niagara

River. It is well named after an ancient municipality situated on a beautiful spot in Lincolnshire, England. It is a district of rich fruit lands. Let a visitor take his walk west on Lundy's Lane or go north through sweet Sanford village on the old trail and Portage Road to Queenston and Brock's Monument on Queenston Heights, and we hazard no contradiction that if the said visitor has any love for the beautiful and grand in nature, he will not fail to be ever impressed with delight at all he views here.

LUNDY'S LANE.

This is a famous place in Canadian history, made famous by the fierce battle fought on July 25, 1814. It is on rising ground one mile west from Niagara Falls, a high point between Lakes Erie and Ontario. A thin belt of chestnut forest surrounded the hill which had been donated in 1800 as a village burial ground, but after the battle the hill became a military cemetery of necessity. For six hours the battle raged just there between the British forces, 3,400 strong, and the United States forces, 5,000 strong. This was the final and decisive battle of 1812-14. The



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British loss was eight hundred and seventy killed and wounded. The United States loss was nine hundred and thirty killed and wounded and three hundred taken prisoners.



THE PROGRESSION OF ELECTRICAL POWER.

NOTES BY EDWARD J. LANPHERE, ARKPORT, N. Y.

IN a February number of the *Electrical Engineer* of New York, in 1890, there appeared the following item of electrical news: "The Thompson-Houston Electric Company, of Lynn, Mass., have just constructed an electric dynamo of 75 horse-power, and have the patterns nearly completed for one of 100 horse-power." At this time electrical engineers considered an electrical generator of the above-mentioned capacity a remarkable stride in the development of the dynamo. When the Niagara Falls Power Company of this city harnessed the Falls of Niagara River, three dynamos of 5,000 horse-power each were ordered from the Westinghouse Electric Company, Pittsburg, Pa., and now they are in operation in the great stone power-house on the bank of the Niagara River. The Power Company have

made provision for visitors to Niagara Falls to see these wonderful machines from a balcony within the power-house, between the hours from 7 a. m. to 6 p. m., although they are in constant motion, night and day, whenever you go there between these hours you may be sure of seeing them in operation, and witness the greatest advancement in electrical science that has been wrought within the past six or seven years, and the rapid strides that are being made in the construction of machinery for the generation of electricity.

The energy produced at the Power Company's power-house is now being transmitted through large lead-covered copper cables laid under ground to the Carborundum Works, the Pittsburg Reduction Company's plant, where aluminum is extracted from clay, and also to the Carbide Factory a little farther up the river. And in a short time the pole line will be constructed through to Buffalo, and then several thousand horse-power will be consumed at that city, 22 miles away.

The present wheel pit accommodates three turbines of 5,000 horse-power each. The Company are making preparations to enlarge the pit to make room for seven more wheels which will drive seven additional dynamos, increasing the generating capacity to 50,000 horse-power. The canal that leads the water from the river to the wheel pit is of sufficient size to furnish water to 25 turbines; and when the power is converted into electrical energy, there will be over 100,000 horse-power generated at this one power-house. What the future is of this Electric City is difficult to determine, but it is sure to become the great central power station of electrical energy for a vast area of territory, both in this State and Canada.

NIAGARA PENINSULA.

NIAGARA Peninsula, which fronts on the Niagara River and extends from a point near Brock's Monument to the mouth of the Chippewa or Welland River, lies almost entirely upon a high plateau. A portion of the original township is now occupied by the Town of Niagara Falls and the Villages of Niagara Falls South and Chippewa. The first white settlers "squatted" here about 1776. About 1785 Street's mill was erected. A raceway captured some of the water of the rapids above the Falls. This power ground the "grist" of many farmers until 1874, when the mill was burned. The early settlers had not only nearby mills, but they had the fish and fowl of Niagara River to sustain them. They reached the river by rude ladders and crossed the river in boats. Many now living can remember when the old Suspension Bridge was erected in the year 1852. The new Suspension Bridge and Cantilever Railroad Bridge have been erected more recently. This has been one of the great railroad centers of the continent.



HENEPIN'S IDEA OF THE FALLS.

With the water power, tunnel schemes, and the development of electricity this will soon be a great center of manufactures.

A population of thirty thousand now exists in the immediate vicinity of the Falls. To feed these thousands and the coming thousands nature long ago dropped a drift belt of sand loam and ground shales extending from St. Davids to the Falls, and about a mile in width. This soft, friable, naturally drained soil is already largely occupied by market gardens and fruit plantations. Hundreds of acres of grapes produce about five hundred tons of grapes annually. Many acres of strawberries and raspberries pour their fruits not only into local markets, but the more distant city markets.

These market gardens are recognized as the nearest, cheapest and best source of vegetables for Niagara Falls, N. Y.

Hostile legislation to prevent their

easy introduction into their natural market will directly injure all the people that eat.

Upon each side of this drift deposit the soil is mostly suitable to the growth of hay and grain, as well as fruit of excellent quality. Here the blue grass flourishes, and from here will come the fresh milk for the future cities of the Falls. Along the brink of the mountain and the gorge of the river are quarries of building stone, which is shipped by convenient railways to many points. Here we also find mountains of building sand and kilns for the production of ordinary lime and hydraulic cement. Strong springs of clear water are found here and there. In the Montrose region spouting wells of excellent water are easily obtained upon every farm.

Five railroads cross different parts of Stamford Township. A double-track electric road runs along the bank of the Niagara River. Other lines are projected. Other bridges are projected or under construction.

The Niagara Falls Free Park increases in size and beauty as the years roll on. Along the mighty canyon of the Niagara is found a flora of wondrous beauty and variety as the published botanical lists show. In the river itself we find not only ducks of many kinds, but the stately swan and the rare pelican. Hundreds of eagles have been shot along the gorge of the Niagara. The poet, the artist, the scientist, the sportsman, the man of leisure, the business man, the mechanic and cultivator of the soil can each locate in this favored spot and can each secure environments eminently suited to their varying tastes and requirements.

DISTANCES AND PRICES OF ADMISSION.

DISTANCES FROM DEPOT, AMERICAN SIDE.

Prospect Park, five minutes' walk; around Goat Island, $1\frac{1}{2}$ mile; New Suspension Bridge, $\frac{1}{4}$ mile; Railway Suspension Bridge, 2 miles; Whirlpool Rapids, $2\frac{1}{2}$ miles; Whirlpool, 3 miles; Devil's Hole, $3\frac{1}{2}$ miles; top of mountain, $6\frac{1}{2}$ miles; Indian Village, 8 miles; Victoria Park, $1\frac{1}{4}$ mile.

PRICES OF ADMISSION.

Cave of the Winds, \$1.00; Inclined Railway, 10 cents; trip on ferry (either side) 50 cents; Museum, 25 cents.

DISTANCES FROM DEPOT, CANADIAN SIDE.

Victoria Park, $1\frac{1}{2}$ mile; Lundy's Lane Battle Ground, $2\frac{1}{2}$ miles; Brock's Monument and Queenston Heights, 7 miles.

PRICES OF ADMISSION.

Behind Horseshoe Falls, guide and dress, 50 cents; Brock's Monument, 25 cents; carriage hire for Lundy's Lane and return, 25 cents.

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THE tourist could hardly visit the Falls and not go to Buffalo. The above railway has provided one of the finest routes in the world. Take the cars at Prospect Park, and before you are hardly aware of it you are flying past the great Power House, then the Aluminum Works, then Fort Schlosser. Now we have a bit of farm life on one side and on the other the beautiful Niagara River stretches far out to view, with scarcely a ripple to mar its beauty. How placidly it glints and glistens in the sunshine, as if bent on hiding in level stillness deadly pools and treacherous shallows, ever chanting tenderly a weird lullaby, silencing all thought of the deep and wild rush of the rapids, where foam-clad spirits dance and allure to destruction like a merciless fiend, ever ready for new victims. No pity, no mercy, but like a

demon possessed, never halting until the brink is reached, and with a pitiful moan of remorse, plunges down into darkness.

Do we wonder at the Redman's worship of the Niagara as a deity whose worship required a yearly sacrifice.

Here, when the world was wreathed with the scarlet and gold of October,
Here from far-scattered came the moccasined tribes of the Redman,
Left in their tents their bows, forgot their brawls and dissensions,
Ringed thee with peaceful fires, and over their calumets pondered.

Chose from their fair virgins the fairest and purest among them,
Hollowing a birchen canoe, and fashioned a seat for the virgin,
Clothed her in white and set her adrift to whirl to thy bosom,
Saying: "Receive this our vow, Niagara, Father of Waters."

Lo, drifting toward us approaches a curious tangle of something.
White and untillered it floats, bewitching the sight,
And appearing like to a birchen canoe, a virgin crouched pallid within it,
Hastening with martyr zeal to solve the unriddled hereafter.

Slower and smoother her flight, until on the precipice pausing,
Just for the space of a breath the dread of a change seems to thrill her;
Crossing herself and seeming to shudder, she lifts eyes to heaven,
Suddenly a midst upwhirls—I see not—but know all is over.

—Howton.

La Salle is passed, another famous place in history, named for the great explorer, de La Salle. It was here, upon one occasion, La Salle got into a dispute with the Indians and no doubt would have lost his life but for the timely arrival of a man by the name of Latonty, who had lost a hand, and had as a substitute one made of iron, which he always kept concealed in a glove, so the Indians didn't know he had such a hand. A few vigorous strokes struck terror to their hearts, and they supposed him possessed with some awe-inspiring power that served a good purpose ever after.

You pass through Tonawanda, one of the greatest lumber marts in the world. A glimpse here and there of green fields and the Queen City of the Lakes is reached.

Buffalo has a population of three hundred and sixty thousand, an area of forty-two square miles, sixty-one public schools, one hundred and eighty churches, three thousand five hundred manufactories, nine hundred acres of parks and driveways, nearly four hundred miles of paved streets, has the largest coal tressel in the world, largest flour docks in the world, more asphalt pavements than any other city. You swiftly pass through street after street, with glimpses of parks, Lake Erie in the distance, and Main Street, and the end of the line is reached. Ask for a transfer ticket and board a Main Street car and go straight through the heart of the city past the finest store buildings in the world on the right and left towering high and most massive are grand monuments of architectural skill; then you come to the elegant homes, speaking of wealth, refinement and taste.

Leave the car for a Forest Avenue car (cost five cents) that will take you past Forest Lawn, the beautiful city of the dead. Off to the right you will see in the distance a stately monument erected to the memory of the dead Indian chiefs. Then comes the Park with its grand drives, and on past the State Hospital. You can transfer to any of the lines along the route that will take you direct to Main Street again, where you meet the Niagara Falls cars for the return trip. Your round trip ticket is good until used, so you can stay as long as you like.

If the tourist is in a hurry and has followed the routes in this book, he will have the satisfaction of knowing he never saw so much and in such comfort in one day, and at so small cost.

LOVERS OF A CENTURY AGO.

DURING the Revolutionary War a party of British soldiers were marching along the bank of the Niagara River on the Canadian side. Something in the river attracted the attention of a young officer. He fell out of the ranks and went to the edge of the perpendicular bank which was then thickly wooded. He never returned, and the soldiers, after vainly searching for him, came to the conclusion that he had fallen over. They reported the accident to the authorities, and for a century his loss remained a mystery.

A few years ago some boys playing near the foot of the perpendicular bank opposite what is now called the ravine in Victoria Park, saw a cleft in the rock, and going in found the remains of a skeleton. They reported the matter and officers of the neighborhood took charge of the bones or remains. It was concluded he had fallen in a fissure of the rocks, shut in from sight and sound and found a living tomb, time having crumbled the rock away revealing a tragedy of a life.

But that was not the end. From the mould of what was once an officer's uniform they found buttons giving the number of his regiment, and remains of epaulets and belt proving his rank. With these particulars the records of the regiment were traced, his family connections found and communicated with, and the following pathetic story was learned:

Away in the Sunny South a fair young girl, the only daughter of wealthy parents, was engaged to the officer that so mysteriously disappeared.

The only shadow that had ever darkened their bright and happy lives was the thought of separation; but the star of hope shone bright and they strove to see beyond the cruel fate of war, the peaceful and happy united life when the battle for country and right was over.



LOVERS A CENTURY AGO.

Bravely she bidd her gallant lover good-bye. Could kind heaven hold aught but happiness in store for such true love as theirs? But as time went by and the weeks and months became years, and no tidings from the lost lover ever reached the young girl, at last nature could no longer bear the anxious burden of grief and loss. Hope died within the young girl's heart, the light of reason fled from the beautiful eyes never to return, and the remnant of her broken and wrecked life was

spent in delusive wanderings in search of the lost lover, until kin.
Providence united their spirits in the peaceful beyond.

And strange as it may seem the family of the British soldier and
that of the young lady were drawn together and united in friendship
by marriage after the lapse of over one hundred years.

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